1:Stanford U. S-4, 5 1956 AF14 Central China AF14

The most important harbors in connection with these routes are Canton and Huang-p'u, the Great South China Harbor; Swatow; Chan-chiang, (or Kwangchowan), and three harbors in Hainan Island, namely, Hai-k'ou, Yü-lin, and San-ya. 504

The improvement and expansion work at Huang-pu Habor continued during 1953 and 1954. On July 3, 1955, the State Council decided to rebuild Chan-chiang (Kwangchowan) as one of the most important harbors along the South China Coast. The completion of the new Li-t'ang--Chan-chiang Railway adds to the importance of this new development.[37] Among the three Hainan harbors, Yü-lin is the best and can be called the key harbor of South Hainan. The depth of the water of the Yü-lin harbor is from 10 to 30 meters, and large ocean ships can enter easily. There are still stone snags and rocks in some places within the harbor which may do harm to boats and which should be marked or removed in order to insure safety.[38] 503

VII. SHIPPING AND TRANSPORTATION

Before World War II, China's shipping tonnage was 576,000 tons, including 124 ocean steamers totaling 367,383 tons and 3,333 river steamers totaling 208,617 tons. During the war it was estimated that about 495,320 tons of both types of steamers were lost.[39] After the war 2,751 Japanese ships of various 501

37. Ya-chou Tien-hsün, [Asia Foundation Bulletin], San Francisco, July 5, 1955.

38. Ch'en Chih, Hai-nan-tao Hsin-chih [A New Gazeteer of Hainan Island], Shanghai, 1949, pp40-43.

39. Hsing-cheng-yüan Hsin-wen-chü[Bureau of Information, Executive Yuan], Hang Yün[Navigation], Nanking, 1947, p. 24.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

types with a total of 251,288 tons were confiscated, including 590 ships in the vicinity of Wuhan and 511 ships in the vicinity of Kwangtung, with a total of 75,886 tons.[40]

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According to 1947 statistics of the Ministry of Communications, the total number of various types of ships under national, public and private ownership in the Central-South Region[41] was 1,327, with a total tonnage of 134,704, as shown in the following tabulation:

40. Ibid., p. 23.
41. Ibid, pp. 25-28.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

Table 6. Shipping Tonnage in 1947

Shipping Classification	Yangtze River Area No. of Ships	Yangtze River Area Tons	Canton Area No. of Ships	Canton Area Tons	Combined Total No. of Ships	Combined Total Tons
By Usage:						
Ocean	-	-	289	40,347	289	40,347
River	507	62,375	531	31,982	1,038	94,357
Total	507	62,375	820	72,329	1,327	134,704
By Tonnage:						
60-200 Tons	460	25,964	774	48,912		
	47	36,411	46	23,317		
Total	507	62,375	820	72,329		
By Ownership:						
National	160	28,959	19	1,683		
	347	33,416	801	70,645		
Total	507	62,375	820	72,329		

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1:Stanford U. S-4, 5 1956 AF14 Central China AF14

The Nationalist Government managed to save a number of government-owned ships from Communist confiscation by moving them to Formosa at the time of evacuation in 1949. It was estimated that less than 20 per cent of the shipping tonnage of the government-owned China Merchant Steamship Company was left to the Communists. Therefore, the total shipping volume available to the Mainland by 1950 was estimated to be not more than 200,000 tons.[42] But because of the Communists' vigorous efforts, building new ships as well as salvaging and repairing sunken and damaged ships, a substantial recovery was made during the three-year period of 1951-54. In the Central-South Region, by 1951 the Canton and Huang-p'u dock yards are reported to have built 1,200 motor-sailing boats, and the Changsha Steamship Company had repaired 22 steamers.[43]

In the first half of 1953 about 2,500,000 tons of essential commodities for daily use were shipped from Shanghai by steamer to Chungking and I-pin through Hankow. The total amount of freight shipped on the Yangtze River in 1953 amounted to 5,300,000 tons, representing an increase of 18 per cent[44] over 1952. In the South China area, the shipments on the Pearl River and its tributaries constituted about 60 to 80 per cent of the total[45] local freight traffic in 1953.

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42. Economic Weekly, Shanghai, Jan. 1950, Vol. X, No. 1, pp. 7-8.

43. Navigation in the Communist Area, Part I, p. 17.

44. The Economic Year Book, 1954, 1954, p. 51.

45. Ibid., pp. 51-52.

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/44 cont./ about 97 li away. When the water rises in the summer, the river is navigable by small crafts to Yen-men and Shin-yang-shao. The total cargo weight of a boat cannot exceed a few shih, and the boat has to be towed or lifted by boatmen wading through the sand and rocks. Although the distance is short, the voyage is very strenuous.

The 270 li of the Yu Chiang from Yüan-ling to Pao-ching is navigable by small craft, carrying cargo not over several shih in weight, and covering only about a dozen li per day. From Pao-ching the river empties into the Sung-t'ao Ho, and when the water rises in the summer, light boats can go as far as Hua-yüan and Mi-no at Yung-sui, and may even be able to reach the city of Sung-t'ao.

The boat used in the Miao area generally measures nine kung ch'ih in length, divided into seven holds, the middle hold being the widest, about one kung ch'ih in width (Illus. 18, 19). The oar, the paddle, the pole, the mast, and other attachments of the boat are not different from those seen elsewhere, except that at the bow there is a long paddle about six kung ch'ih long, which is used for coming down the sandbanks. Traveling upstream offers the greatest difficulty. Every time a sandbank is crossed, the boat has to be poled, lifted, towed, or pushed by several dozen men. Their chanting is as loud as the angry waves.

From the middle of the Ming period up to the beginning of the Ch'ing period, soldiers were sent into the Miao area. The most important duty of the military garrisons was to keep the communication lines open for troops and food supplies. So the construction of roads and bridges in the area appears monumental. There are four kinds of land routes: the main road connecting Yunnan with Kweichow is the official road; the roads connecting the various military posts are military roads; the roads traversed by the Chinese people are civilian roads; and the small winding paths leading to Miao settlements are Miao roads. Taking Feng-huang as the center, the official road leads

2:Ling & Ruey--72 E-5 (1933) 1947 AE5 Miao AE5
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Illus. 18. Dragon-boat-festival boat race on the T'o Chiang River outside Feng-huang city.

2:Ling & Ruey--73 E-5 (1933) 1947 AE5 Miao AE5
Central China AF14
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Illus. 19. A small boat navigating the Kao-yen River.